

**CITY OF ISSAQUAH
MAJOR DEVELOPMENT REVIEW TEAM
ISSAQUAH HIGHLANDS PRELIMINARY PLAT
DEVELOPMENT AREA 1
STAFF REPORT**

February 28, 2012

Project: Issaquah Highlands Preliminary Plat
Division 95
PP12-00001

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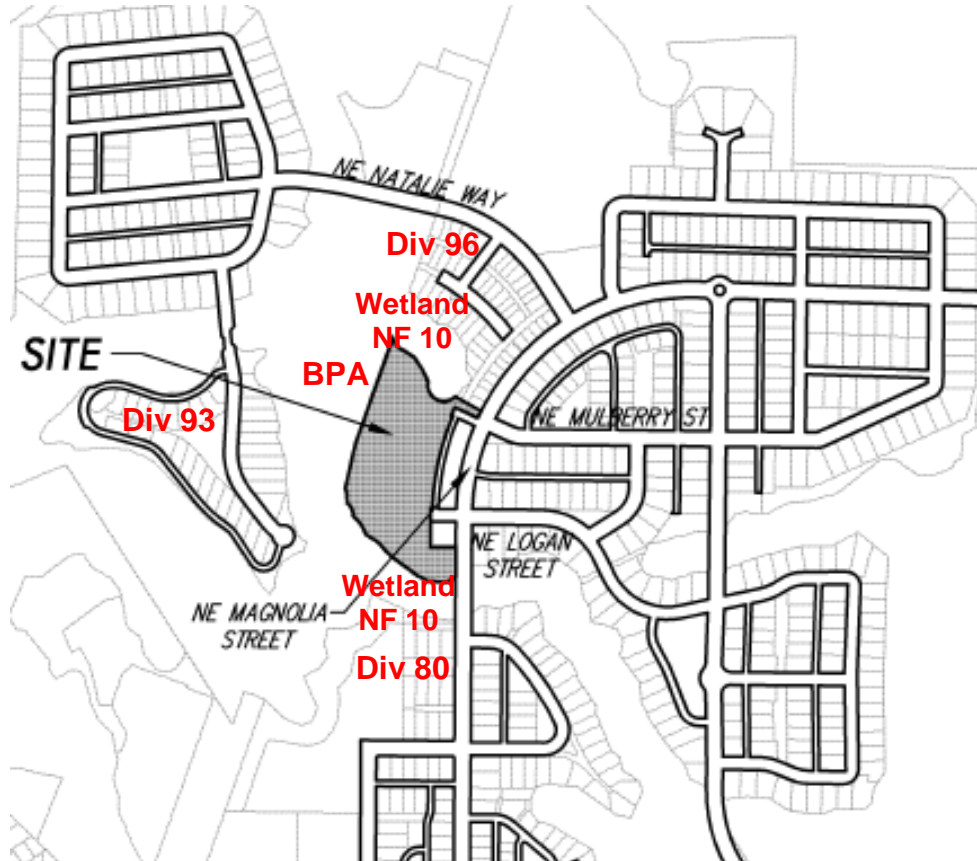
Request: Application for approval of a preliminary plat for Division 95 of Issaquah Highlands, to subdivide 3.54 acres into 38 residential lots and 4 tracts for open space, pedestrian and vehicular access, a trail, and utilities.

Location: Property in northeastern quarter of Section 23, Township 24 North, Range 6 East. The site is located east of the BPA and west of NE Magnolia Street at the intersection of NE Logan Street. See **Attachment F**. A full legal description is provided with the application.

Existing Land Use: The site has been cleared but not developed.

Surrounding Land Uses:

South: NF 10 Wetland and Division 80 (constructed with single family homes)
East: Habitat for Humanity homes and Leo House, separated by an alley
North: NF 10 Wetland and Division 96 (constructed with townhomes)
West: BPA power corridor, Division 93 (constructed with townhomes)

Comprehensive Plan: Urban Village**Summary of Proposed Action**

The applicant is requesting preliminary plat approval for Division 95 of the Issaquah Highlands Urban Village, which is in Development Area 1.

The total acreage of the plat application is approximately 3.54 acres. There will be a total of 38 residential lots and 4 tracts for open space, pedestrian access, trails, and utilities. See Sheet P03 and P04 of the preliminary plat. All tracts are proposed to be owned by the IHCA, except for Tract D which is a small sliver of land that the applicant proposes be owned by the City. The IHCA must give approval prior to dedicating these facilities. This will be confirmed with the Final Plat. The woonerf has been designed so that it could be dedicated to the City as public way. The City will determine whether it will own Tract D with the design of the woonerf; see Appendix H for more discussion. **[Condition 1]** The applicant has not proposed to build the property in phases. If however this property is developed in phases, it is necessary to ensure that sufficient services and facilities for functionality, safety, etc... are provided on each property or for each phase. These might include parking, utilities, access for pedestrians and vehicles as well as ensuring that the site is stable and invasive plants will not get established. **[Condition 2]**

Background/History

The following provides background/historical information relevant to this application:

- The property included in this plat was evaluated in the Grand Ridge EIS.
- This property was originally part of larger tract, Tract EE, predating the Development Agreement.
- PP00-001IH platted the area east of the BPA and south of this division. However since Tract EE extended into the platting area to the south, a portion of it was removed and became Division 80.
- PP02-003IH platted the area known as North Park, which covers all of Issaquah Highlands north of Logan Street and Division 34. The land that would become Division 95 was included in this plat, but was shown as open space and not developable area. There are several conditions from the North Park plat that are applicable to this plat for Division 95. See **Attachment B** for a condition by condition assessment.

In summary:

- The following PP02-003IH Approval Conditions apply to this plat: Conditions #10, 11, 18, 19, 33, 43, 54. [**Condition 3**]
- The following PP02-003IH Approval Conditions have been modified by subsequent actions or are proposed to be modified by this plat and are discussed in the relevant portions of this Staff Report; see **Attachment B** to identify which sections those are: Conditions #29, 36, 37, 46, 49a.
- FP02-004IH was a final plat for Division 90 and the external boundaries of other divisions and tracts, including Tract FJ which encompassed what would become Division 95.
- Subsequent to FP02-004IH, a short plat was submitted and approved, SP03-004IH, which subdivided Tract FJ and established Division 95. This was prior to actions that segregated Habitat for Humanity and Leo House properties from the property currently being platted.
- Then a series of Lot Line Adjustments were submitted as well as right-of-way dedications which established the portion of Division 95 now being platted:
 - LLA05-007IH adjusted lot lines in Divisions 93 and 95 thereby creating a new lot within what would become Division 95. On a macro level, this created the property that is being platted.
 - LLA06-001IH adjusted the southernmost portion of the western boundary of Division 95 slightly, to exclude part of the BPA access road.
 - LLA09-004IH adjusted property lines for the parcels along NE Magnolia Street following the dedication of the alley (20080924000914) behind and separating Habitat from Humanity and Leo House properties. This increased the portion of Division 95 adjacent to the alley.
 - LLA10-003IH reduced the property to the size needed for Leo House and placed property adjacent to Magnolia Street into the property currently being platted. Also between this and the previous lot line adjustment, additional right-of-way was dedicated to provide a full road section for Leo House (20100812000286).
- Action Memo 03-16-09 (MJM) (see **Attachment A**) clarified the development standards for Division 95, since this property hadn't been shown originally as Development Area. However, the flexibility built into the Development Agreement allows the developable land and the required open space to be shifted. Port Blakely Communities established that sufficient open space had been identified and set aside to meet the Development Agreement and the Three-Party Agreement's requirements.

Public Notice

A Notice of Application was distributed on February 8, 2012 and the property was posted on February 15, 2012. An Urban Village Development Commission (UVDC) workshop is scheduled for March 6, 2012 and a Public Hearing on the proposal is scheduled for March 20, 2012. Several public comments were received and are summarized below; see **Attachment F** for full copies of comments received. Notice of the UVDC public hearing will occur in accordance with the requirements of Appendix L (Processing).

Summary of Public Comments with response in italics following:

- Port Blakely Communities has converted commercial area to residential uses. Dense residential development has occurred in place of commercial uses.
Construction at Issaquah Highlands is regulated by a Development Agreement. That agreement allows a broad range of uses throughout the community, including commercial and residential uses on all properties. The uses and densities that have been built as well as the locations of those uses were always allowed by the agreement.
More specifically, the Development Agreement, approved in 1996, allows for 3,250 residential units to be constructed. As part of that agreement, the Master Developer (Port Blakely Communities) was allowed a conversion of a limited amount of commercial entitlement to residential, resulting in a maximum residential entitlement of 3,950 units.
In 2010, the City and Port Blakely executed a subsequent agreement to transfer development rights from 144 acres to allow that land to remain in permanent forested condition and added 500 housing units to Port Blakely Communities' entitlement.
- Grand Ridge Elementary is unable to accommodate its entire student population, resulting in students being bused and boundaries being redrawn. There are no plans for new school space. New homes shouldn't be built if there isn't school space for them.
The Issaquah School District is a separate entity from the City of Issaquah. Student projections and school construction are controlled by the School District. Additional classrooms could be constructed at Grand Ridge Elementary if the School District chose to do so.
- Traffic is already difficult and additional dense development will only make it worse.
All roads within Issaquah Highlands have been constructed with traffic models, road standards, and the Development Agreement. There is a back-up on Park Drive caused by Grand Ridge Elementary in the morning and afternoon. The opening of College Drive and the extension of 15th Ave is expected to improve traffic conditions.
- It appears that four of the proposed lots would encroach into the existing greenbelt.
The existing wetlands and streams located north and south of Division 95 are protected. Development is not proposed to encroach into the critical areas or their buffers.
- Development is different than what we were told when we purchased our home.
Port Blakely Communities and the builders who construct various projects market their properties themselves. The City does not review the materials they use to describe the community. The range and density of development that has been constructed is consistent with the adopted Development Agreement, though it may be different than Port Blakely Communities or the builders described them in their marketing materials.

- This project should be rejected and Port Blakely should be stopped from allowing more residential development.

A Development Agreement is a legal contract between the City and a Master Developer that guides property development. As long as the Master Developer, or a property owner who has purchased property, is proposing a project consistent with the Development Agreement, the City may not deny the request.

Basis for Review and Approval

RCW

According to State law, to be approved, the proposed plat must comply with the requirements of IMC Chapter 18.13 (Subdivisions), and make appropriate provisions, as specified in RCW 58.17, that the public interest will be served by the subdivision and dedication; and that provisions have been made for, but not limited to, the public health, safety, and general welfare; for open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds; and shall consider all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school.

Issaquah Highlands Development Agreement

In addition, the review of the proposed preliminary plat is also based on its consistency with the Issaquah Highlands Development Agreement (DA), as amended and, where appropriate, other sections of the City Code and the Comprehensive Plan. The DA contains a variety of development goals and standards that are organized into individual appendices. Each appendix provides direction to the applicant generally in the form of guidelines and/or development standards for a particular aspect of the project. The development standards contained in the DA are intended to implement the urban village concept for Issaquah Highlands, as envisioned in the Comprehensive Plan, while accommodating and integrating development with the site's unique environmental features and development opportunities.

Not all of the appendices or standards contained in the DA are directly applicable to the preliminary plat, since the plat deals only with the layout of lots, tracts, easements, and streets. Building design standards, for example, would likely not come into play until individual building permits are under review.

The applicant has provided high level of design detail, beyond that required for a preliminary plat. The contents of the plat submittal have been reviewed, but complete review of this extra level of detail will occur with construction permits. Any elements of the plan that conflict with City or Development Agreement Standards are not approved unless explicitly approved by the Notice of Decision for this application or by a separate Administrative Minor Modification. [**Condition 4**]

REVIEW

MAIN BODY OF DEVELOPMENT AGREEMENT

The Main Body of the DA establishes the framework for all requirements of the Development Agreement, as established by Section 18.06.120.B of the Issaquah Municipal Code. It also

contains the base information for the proposed development (i.e. land allocation, number of residential units, amount of commercial, required mitigation, etc.).

Section 2.2.2, generally describes the intent of the different Development and Expansion Areas. Development Area 1 is described as "...predominately conventional single family detached residential...."

The Master Developer has constructed, permitted, or received land use approval for all of the 3,250 residential units of original residential Allowable Development. However, the Master Developer has additional residential units available by either converting commercial Allowable Development to residential per Section 3.3 of the Main Body or using 500 additional residential units allowed by the 7th Amendment to the Development Agreement. The MDRT tracks all land uses to ensure proposed development does not exceed the Allowable Development.

Section 3.14 requires that developers and builders pay school mitigation fees and establishes that compliance with the School Mitigation Agreement shall be deemed full mitigation of impacts upon school facilities. This plat will pay mitigation fees to the Issaquah School District as required per the School Mitigation Agreement for the Issaquah Highlands development. The requirement to comply with the School Mitigation Agreement should appear on the face of the final plat. This was addressed by Condition #18 in the North Park Plat; see **Attachment B**.

FINDING: The proposed project is consistent with the requirements outlined in the Main Body of the Development Agreement.

APPENDIX A: PLANNING GOALS & COMMITMENTS (See **Attachment C** for more detail)

Appendix A provides guiding principles and establishes community expectations for the Issaquah Highlands, including a series of Commitments the Master Developer will meet. In general the application meets the nine project principles and applicable commitments identified in Appendix A. The following are the nine Principles of the Issaquah Highlands project with selected text (shown in *italics*) provided as the basis for conditions or to indicate compliance, followed by discussion.

Planning Goals and Objectives

Principle #1 Sustainability and stewardship: build a sustainable and sustaining community; resource-efficient buildings; encourage restoration, conservation, reduction, reuse, and recycling of site and landscape materials throughout the construction and operation of the project; develop mixed-used, pedestrian oriented communities; extend and expand recycling programs

Green building concepts shall be encouraged per this Principle; however, the 4th Amendment to the Development Agreement committed Port Blakely Communities to require builders to build to Built Green 4 Star/Energy Star standard in place at the time. [**Condition 5**]; a lighting plan will be provided for exterior illumination to minimize resource use and light pollution while creating a safe, attractive, and functional neighborhood. [**Condition 6**]

Principle #2 Pedestrian Friendly Design: to establish through land use proximities and circulation infrastructure a community that encourages walking, bicycling, and transit use; functional and safe walkways and bike paths; access to retail, grocery, public facilities, and offices; give circulation priority to pedestrian scale proximities, activities, and orientation

A pedestrian friendly system would be provided by sidewalks along streets, woonerfs (surfaces

shared by cars and pedestrians), and/or trails that provide access to homes and facilities that aren't facing streets. The result is that all front doors within the plat are to woonerfs or greens with trails. The applicant has shown that in some locations (Lots 27-38), homes will have the front doors set a significant distance from the pedestrian access, though they are accessed from the appropriate facility. The design of the homes will need to include elements that extend the sense of entry in closer proximity to the trail from which these units have their pedestrian access. This is also discussed under Appendix S, Urban Design Guidelines. **[Condition 33]** As a pedestrian oriented community, there are certain design details which convey the priority that pedestrians are given within the community, including a direct walkway from the sidewalk to the front door that doesn't necessitate using the driveway. **[Condition 7]** Also a fine grained trail system with good connectivity is provided, connecting homes to surrounding trails such as the BPA and internal amenities. A couple of deadend situations are present and these are discussed under Appendix S, Urban Design Guidelines below. To take full advantage of the trail system, appropriate signage and way finding will be included with all trails provided through this property. **[Condition 8]** Another aspect in creating a pedestrian oriented environment is for building entries to face streets or greens, not garages; see Appendix S, Urban Design Guidelines for further discussion. The applicant has succeeded in configuring the lots so that all front doors face pedestrian oriented spaces. Additionally, under Appendices H as well as Commitment #10 below, further discussion of the sidewalk and road system are provided.

Principle #3 Integrated Diversity: diversity of activities, land uses, public and private spaces that enhances the richness of people's lives.

This project will add to the diversity of neighborhood character within Issaquah Highlands, especially in the northern part of the project.

Principle #4 Community Values: while respecting individual privacy, create a very sociable public realm that enhances the community life of children, adults and seniors and promotes common values and shared responsibilities; provide a visual language which clearly defines the boundaries of the different sections of the community; provide safe and functional pedestrian and bicycling linkage to parks, schools, natural spaces, and community landmarks.

The project proposes to create a 'sociable public realm' through the use of a woonerf and trail environment that is attractive, safe, inviting, and pedestrian friendly. As the property's open spaces are further developed, there are opportunities to establish a gateway that defines the boundaries between off-site open areas, i.e. the BPA, and the developed areas of the plat. Appendix S further describes the possible gateways: "Create 'gateways' to mark boundaries between developed and natural areas. Gateways can consist of elements as varied as a small sign, a large arch, a grouping of boulders, or informal greenery." **[Condition 9]**

Principle #5 Civic Celebration/Community Amenities: give special prominence, maximum public exposure, and extraordinary architectural quality to civic and common community spaces and buildings; provide an overall urban design in which people can orient themselves around natural features and civic buildings.

This application provides a plan whose overall urban design will orient people both to the built and natural environment, including public spaces for individual enjoyment as well as for children. See Commitments below for further information on trails and open spaces. Way-finding and user orientation will be enhanced by extending streets and walks into the site, and providing another connection to the BPA corridor.

Principle #6 Identity within local context: give Issaquah Highlands a unique and memorable identity as a neighborhood district of the City of Issaquah; design boundaries between human and natural worlds by creating artistically designed gates.

Since it sits along the BPA, its relationship should transition, enhance, and introduce that natural edge. Use of gateways improves these transitions.

Principle #7 Self-sufficiency and Regional Contribution: create a complete community that accommodates living, working, learning, playing and nurturing while contributing to the richness, opportunity, and quality of life of the region.

The plat places moderately dense housing in a neighborhood which is predominately single family. This provides diversity and opportunity within the community.

Principle #8 Vitality, Flexibility and Collaboration: grow a vital and economically viable community; exploit strategic I-90 location; ongoing collaboration between private, public agency, residents, and citizens at large.

Principle #9 Economy and Serviceability: adequate, safe, and reasonable circulation infrastructure to accommodate anticipated use with a minimum of paving.

This plat has been designed to provide the minimum amount of pavement while accommodating the needs of emergency response vehicles and the potential traffic demands.

Commitments

Commitment 6 encourages gathering places in residential neighborhoods and the provision of community amenities such as public open space, parks, trails, etc. The open space and recreation tracts within the plat will help to achieve the intent of this commitment.

Commitment 8 Build narrow tree-lined streets under the special Road Standards as are proposed with this plat.

Commitment 10 speaks to the design of a circulation system that uses a street grid and discourages the widespread use of cul-de-sacs. The plat contains woonerfs. The primary one loops through the site with a secondary dead-end one serving a small number of homes.

Commitment 13 discusses the desire in overall concept as well as the many details of the plan, that is social and gregarious, i.e. that appeals to people who want social interaction and a feeling of community rather than those who seek to escape from these aspects of the urban area. The provision of interconnected walkways and central open spaces will produce a project that supports sociability.

FINDING: The proposed preliminary plat is consistent with the Planning Goals, as identified in Appendix A of the DA, provided the recommended conditions are met.

APPENDIX B: LAND USE STANDARDS

Appendix B identifies allowable uses and densities for each Development Area. Action Memo 03-16-99 (MJM) (see **Attachment A**) establishes that Division 95 will be developed consistent with Development Sub-Areas 1N8-B and 1N9-C.

Area	Allowed Uses	Allowed Residential Density	Proposed Residential Density
Development Area 1	Residential, Retail, Recreational, and Commercial	2 (min)-20 (max) dwelling units/acre	11 dwelling units/acre

The residential use and density is consistent with this appendix.

FINDING: The proposed project is consistent with the land use requirements outlined in this Appendix of the Development Agreement.

APPENDIX C: QUARRY STANDARDS

This appendix establishes the standards for clearing and grading and continued quarry operations for Development Area 4 as defined in the appendix.

FINDING: This appendix was not adopted for this site, and therefore is not applicable.

APPENDIX D: SURFACE WATER MANAGEMENT STANDARDS

This appendix establishes standards for surface water management within Issaquah Highlands.

All of the stormwater from the impervious surfaces in this plat will flow to the “North Pond” Detention/Treatment Pond, north of this plat. Some stormwater from the western slope may sheet flow onto the BPA Easement. This is the current drainage situation and no adverse effects are anticipated.

Stormwater from roads and other dirty impervious surfaces will be collected in catch basins in accordance with City standards. These will be connected through a buried piping network to discharge to an off-site detention and treatment pond through a public stormwater system. Clean stormwater (roofs, foundation drains, and sidewalks) from Lots 1 through 8 and 37 and 38 must be discharged to the adjacent wetland. **[Condition 10]** All other clean stormwater will be discharged to the offsite collection system. The off-site connection shown on the plans must be extended to the publicly owned and previously approved stormwater pipeline adjacent to Division 96. (The pipe termination shown on the plans falls short of the public storm pipeline by several hundred feet). **[Condition 11]** This connection must cross a section of wetland and must either be bored under the wetland and buffer or must be preceded by a Critical Area Study that identifies and mitigates the impacts of construction and maintenance. In the areas where pipelines must cross the BPA corridor, they shall be protected from galvanic corrosion that might be induced or aggravated by the RF from the overhead high-voltage power lines. Specific design details must be included with the utility plans to mitigate or prevent pipe corrosion and premature pipe failure. This was addressed by Condition #54 in the North Park Plat; see **Attachment B**.

A stormwater pipe is shown on the eastern margin of the public Woonerf, adjacent to an existing slope. This stormwater pipe and the Woonerf must be designed so that catch basin overflows do not present an erosion hazard to the slope. **[Condition 12]**

All public pipelines must be installed in rights-of-way, land owned by the City of Issaquah, or be within public utility and access easements. Improvements within the Bonneville Power Administration (BPA) power line easement shall be approved in writing by the BPA, prior to the City issuing permits. **[Condition 13]** All construction must comply with the TESC requirements of Appendix D and the City's TESC Standards as they may be amended from time to time.

FINDING: The proposed plat, with the conditions noted, is consistent with the stormwater requirements of the Development Agreement.

APPENDIX E: CRITICAL AREAS REGULATIONS

Appendix E provides for protection and regulation of critical areas such as steep slopes, wetlands, streams, coal mine hazard areas, etc. Administrative Minor Modification AM07-005IH adopted Appendix E of the Talus Development Agreement Two-Party Agreement in full, thereby replacing Appendix E of the Issaquah Highlands Two-Party Agreement with Appendix E of the Talus Development Agreement. The proposed plat is adjacent to a wetland and a stream.

Wetlands:

Wetland NF-10 and its associated 50 ft buffer and 15 ft building setback line (BSBL) are adjacent to the north and south portions of this plat. They were segregated through the North Park plat (PP02-003IH) and the BSBL is recorded through its final plat though all subsequent documents must identify the buffer and BSBL as well.

Streams:

Along with the wetlands, streams are located both north and south of the plat. However, their buffers are 25 ft and thus are contained within the wetland buffers.

Steep Slopes:

The existing site is sloped and rises from the west to the east. Tract A, which currently has a 2:1 slope, is not a regulated Steep Slope Critical Area because it is an engineered fill and was completed with geo-technical oversight, consistent with Appendix E requirements. [See: Geotechnical Report Division 95 (PUB 04-050IH) and Action Memo 06-15-05(BL) dated June 15, 2005.]

Though sufficient grading detail is shown to review the plat, an additional level of detail is necessary to review and implement the grading shown in it. For example, it is unclear if the applicant is proposing further activities in Tract A, such as grading of the 2:1 slope, or if the proposed improvements comply with the Geotechnical Report's required setbacks. Grading as well as building and improvement placement may occur consistent with the aforementioned Geotechnical Report or the applicant can submit subsequent geotechnical analysis for review and approval by the Responsible Official. If no further study is conducted and approved by the Responsible Official, setbacks from top of 2:1 slope shall comply with aforementioned Geotechnical Report, and the woonerf shall be consistent with the sidewalk setback. **[Condition 14]** Additional geotechnical work is also required for building permit submittal.

Permanent signs identifying the type and value of the critical area shall be installed prior to occupancy of any adjacent divisions or lots. Signs shall be placed one per 50 feet or on every other lot line, at the discretion of the Responsible Official. This was addressed by Condition #10 in the North Park Plat; see **Attachment B**. The use of hazardous or toxic substances and pesticides or certain fertilizers is prohibited in the 15' BSBL from stream and wetland buffers; organic, slow-release fertilizers are permitted. **[Condition 15]** Also to ensure that any construction activities near critical areas don't impact them, within 100 ft of a critical area, monitoring of construction activities must occur as well as certification that the construction didn't extend into the critical area. This was addressed by Condition #11 in the North Park Plat; see **Attachment B**.

Coal Mine Hazard Areas:

There are no coal mine hazard areas on this site.

FINDING: With conditions, this application is consistent with this Appendix and the Development Agreement.

APPENDIX F: WATER

This appendix establishes standards for potable water service within Issaquah Highlands, including water conservation requirements and new water resource strategies.

The proposed Plat will be supplied with potable water from existing water system facilities, including the Holly I and Holly II Booster Pump Stations and the 1250-zone Reservoir. This plat is within the 1,000-zone Pressure Zone, which is supplied by Pressure Reducing Valves from the 1250-zone reservoir. Pressure within the Plat will exceed 120 psi and all services must be equipped with individual pressure reducing valves in accordance with the Uniform Plumbing Code.

It is anticipated that two connections to the existing water supply system will be made where the Woonerf connects to the existing Alley. All water mains must be looped in accordance with City Standards. The looped water main must be 12" minimum diameter to meet fire flows. **[Condition 16]** The looped main is shown in the application within Tract C, however this would compromise maintenance activities and would not allow the water meters to meet City standards. The looped main should be relocated to the public Woonerf to the west. **[Condition 17]**

The application shows a water main extended south of Lot 21 and terminating at Lot 24. This main either needs to be extended to NE Magnolia Street to complete the loop, be eliminated, or designed to avoid a deadend line. For example, the water services for Lots 24-26 could be provided by tapping the public watermain in NE Magnolia Street. **[Condition 18]**

All public pipelines must be installed in rights-of-way or be within public utility and access easements.

All landscaping must be installed in compliance with the adopted Water Conservation Plan. This is enforced during engineering and landscape plan review.

FINDING: The proposed plat (with the conditions noted) is consistent with this Appendix and the Development Agreement.

APPENDIX G: SEWER SERVICE

This appendix establishes standards for sewer service within Issaquah Highlands.

All sewage from this Plat will flow into an existing pipeline in the BPA easement and be conveyed off-site (to the northwest) where it is eventually pumped and discharged to a regional METRO sewer connection. All services will be gravity and no pump stations or grinder pumps are anticipated. All improvements will be designed and installed in accordance with City Standards.

All public pipelines must be installed in rights-of-way, land owned by the City of Issaquah, or be within public utility and access easements. Improvements within the BPA power line easement shall be approved in writing by the BPA. **[Condition 19]**

The off-site sewer connection shown on the plans must be extended to the publicly-owned and previously approved sewer pipeline adjacent to Division 96, as the pipe termination shown on the plans falls short of the public storm pipeline by several hundred feet and is shown connecting to an unpermitted section of pipe. **[Condition 20]** This connection must cross a section of wetland and must either be bored under the wetland and buffer, or must be preceded by a Critical Area Study that identifies and mitigates the impacts of construction and maintenance.

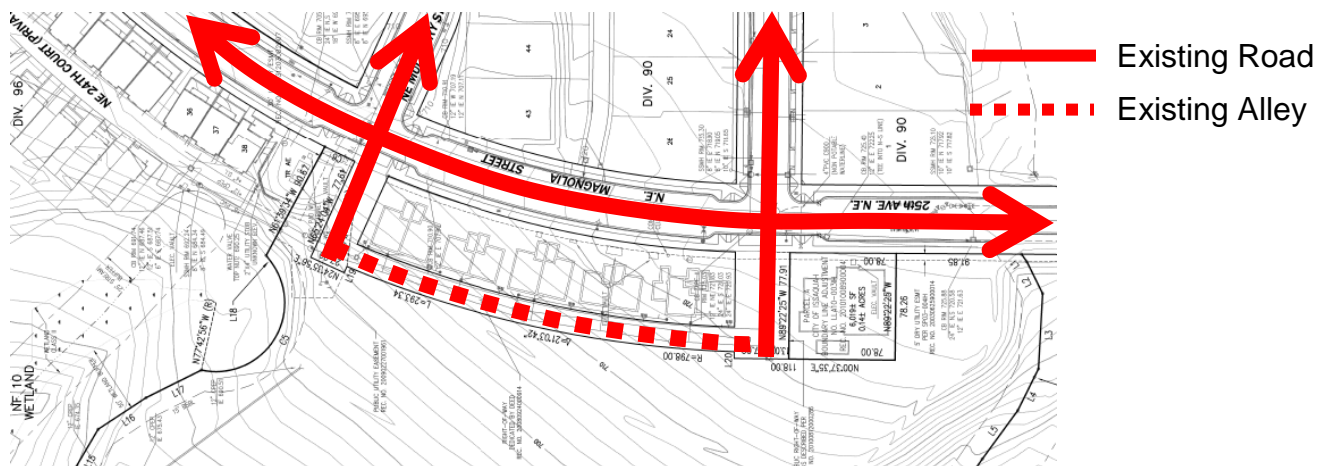
FINDING: The proposed plat (with the conditions noted) is consistent with this appendix and the DA.

APPENDIX H: STREET STANDARDS

This appendix establishes standards for all streets and alleys, whether public or private, within Issaquah Highlands.

Access & Circulation

A single roadway, Park Drive, crosses the BPA corridor at a break in wetland boundaries. It is the primary east/west roadway for the area east of the BPA corridor, including Division 95. The design of Park Drive limits development east of the BPA to land uses that generate no more than 15,000 ADT or Average Daily Trips (without building additional roadway capacity). This was addressed by Condition #19 in the North Park Plat; see **Attachment B**. A north-south roadway, 25th Avenue, connects from Park Drive to Division 95.

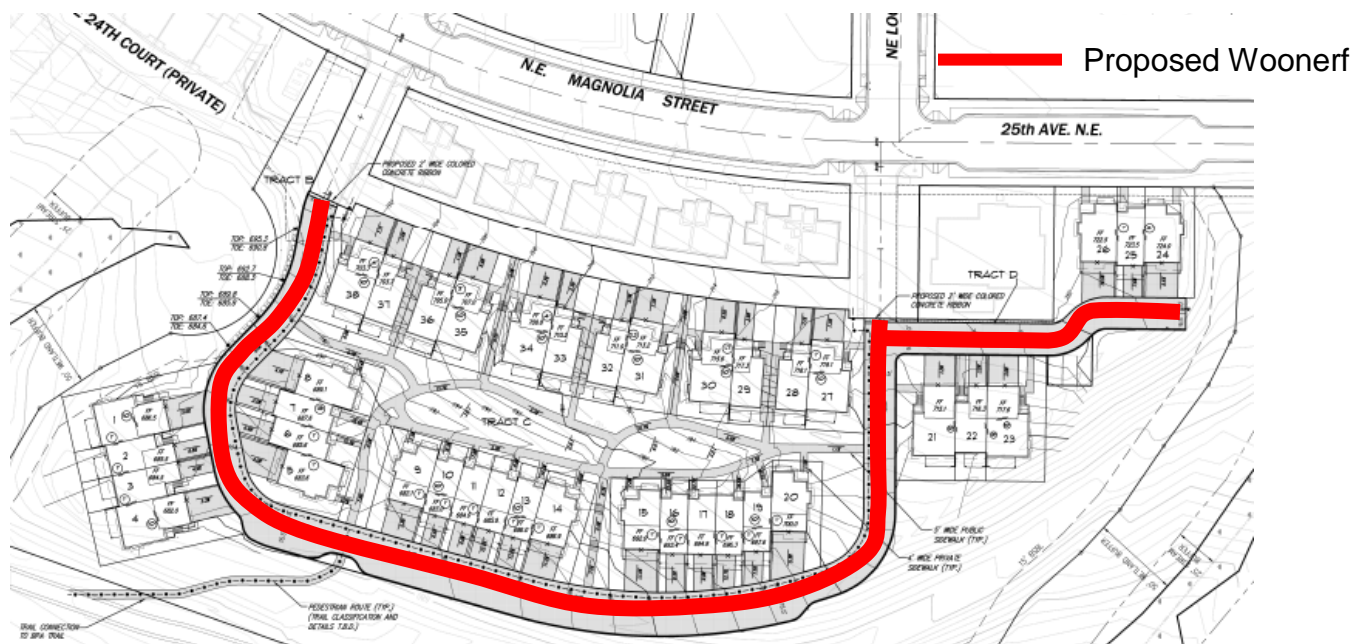


The plat provides two roadway connections by extending a Woonerf from the end of NE Mulberry Street and NE Logan Street. The woonerf is a loop except for a spur serving Lots 21-26; see below for more specific discussion of the woonerf. An existing alley, behind the Habitat for Humanity

homes will provide vehicular access for Lots 27-38. There is sufficient roadway and traffic capacity for this application, thus no off-site traffic or roadway improvements are needed.

Woonerfs

All of the proposed vehicular access is provided by woonerfs, except for the existing alley behind Lots 27-38. Woonerfs will furnish both pedestrian and vehicular circulation with a shared, non-asphalt surface. Though this discussion is provided under Appendix H, Roads, there are no specific dimensional standards for woonerfs, only general ones, which are discussed under Appendix U, Parks, Plazas, and Woonerfs; however, since they provide all proposed vehicular access they are reviewed here.



Woonerfs are designed and approved on a case by case basis. To ensure Eastside Fire and Rescue (EF&R) access to the homes, there are certain minimum width constraints that must be applied. That is, woonerfs that provide through traffic must be at least 18 ft wide and they additionally may have 7 ft of parallel parking. And street trees shall be provided along the woonerf to further enhance its character. **[Condition 21]**

Where woonerfs deadend, additional review criteria are necessary to ensure EF&R as well as the waste purveyor have necessary access. A deadend woonerf must meet the following length restrictions: a minimum of 15 wide for the first 150 feet of woonerf, no more than three homes served by the deadend woonerf, and all portions of the homes within 150 ft of the looped woonerf, as the hose lays. While there are six homes on the deadend woonerf, only Lots 21-23 receive EF&R service from it; Lots 24-26 will be served from 25th Ave NE. The proposed deadend woonerf is 18 feet wide which is appropriate since six residences will use it for their vehicular access.

It must be clear where parking is and isn't allowed with signage to ensure EF&R access.

[Condition 22] Woonerfs don't allow curbs except in certain specific circumstances: to ensure parked cars don't extend past the edge of the paving and if grades won't accommodate an inverted crown for storm drainage. When possible a single curb for both parked cars and stormwater

should be used. **[Condition 23]** Finally, to ensure drivers on woonerfs can see pedestrians, it is necessary to limit landscape and architectural features placed near walkways. **[Condition 24]**

Pedestrian circulation

The primary pedestrian circulation system at Issaquah Highlands coincides with the street system, since sidewalks are a required element of all streets. Streets provide access to this plat. Then within the plat, a shared surface or woonerf is provided. This is sufficient pedestrian facilities, along with proposed trails, with two exceptions:

- The transition from the sidewalk system to the woonerf is illustrated on Sht P04 but no actual facility is shown. During Utility Permit review it will be necessary to design a transition that connects the sidewalks to the woonerfs in a manner that maintains pedestrian priority. Except as noted above, the streets proposed with the plat appropriately provide sidewalks, and can be addressed with Utility Permits.
- The woonerf serving Lots 21-26 deadends, yet there is the possibility of providing a connection from the end of the woonerf to 25th Avenue's sidewalk. This is discussed below under Appendix S, Urban Design Guidelines and Appendix T, Trails.

Bicycle Facilities

Dedicated bike lanes are not proposed on the woonerf in the plat or the roadways serving the plat since there are many routes bicyclists may choose, and traffic speeds and expected volumes are appropriate for bike traffic to be integrated into traffic lanes.

Walls

The applicant has proposed two walls in the plat (see Sht P04): one in Tract B, along the northern portion of the looped woonerf, adjacent to the wetland; and the other in Tract D, between the deadend woonerf and Leo House.

Tract B: To ensure the full width of woonerf's shared surface is available, the wall should be moved off of the woonerf's edge. Also this wall exceeds 4 ft in some locations which is not allowed in a critical area Building Setback area without additional study. Given the proximity of the wall to the woonerf and pedestrians, aesthetic mitigation measures will be identified. This wall must also meet pedestrian fall protection and vehicular guardrail standards. **[Condition 25]**

Tract D: The applicant anticipates that a low wall may be necessary adjacent to Leo House (between it and the deadend woonerf) to transition between grades. The applicant has proposed that the City own this. If possible this wall should be eliminated. If the wall cannot be eliminated, the City will determine at that time if ownership is appropriate. **[Condition 26]**

General Details

- A 2 ft. easement to allow for woonerf and alley repair and maintenance is required outside of any paved right-of-way. This was addressed by Condition #33 in the North Park Plat; see **Attachment B**.
- To ensure that garage apron parking doesn't impede safe and functional woonerf or alley use especially where they will be used for emergency access, it must be clear whether parking is allowed on the garage apron or not. Garage apron lengths are established based on whether adjacent vehicular routes will be used by EF&R and whether parking will occur on the apron. **[Condition 27]**

- The turning radius of intersections will be closely reviewed with the Utility Permit to ensure both fire trucks and waste purveyors trucks can turn corners. Slight modifications, such as increasing the radius, may be necessary.
- Transitions from streets to alleys or woonerfs require a driveway cut (ramp) rather than a street cut (curbs). It appears the applicant has shown these in most locations, but possibly not all. This will be confirmed with the Utility Permit.
- The lots with pedestrian access from greens will need to have address kiosks, so that Eastside Fire and Rescue is aware of the address locations (or other configuration approved by EF&R as well as the Responsible Official). With EF&R approval, kiosks may be located with mail kiosks to create public gathering spots and amenities. **[Condition 28]**
- All curbs at Issaquah Highlands must be vertical, unless otherwise approved by the MDRT such as for fire access or some other unique circumstance. No extruded curbs are allowed.
- All curb ramps must direct the user into the crosswalk (not the intersection or travel lanes) and generally point toward the curb ramp on the opposing side.
- Any tree located within 4 ft. of a public street, curb, sidewalk, or similar publicly-owned and maintained paving must have at least 10 lineal feet of root barrier placed adjacent to pavement.

FINDING: The plat is consistent with this appendix, as conditioned. Additional detailed review will occur with the Utility Plans for this plat.

APPENDIX I: SEPA COMPLIANCE

The proposed urban development within the Issaquah Highlands project area has been addressed and analyzed in prior environmental documents. Pursuant to Step 3 of this Appendix, the City acknowledges the EIS satisfies the SEPA requirement and may, pursuant to the procedures and standards set forth in this appendix, require measures beyond those in the Agreement, only to the extent:

- An implementing approval or requested modification exceeds the project envelope;
- It is concluded, pursuant to WAC 197-11-600(3)(b), that substantial changes have been made to the project; or,
- It is concluded that there is new information indicating probable significant adverse environmental impacts.

The City has determined this proposal as an Implementing Approval, as defined in Appendix I of the Development Agreement, is within the Project Envelope. As specified in Appendix I, the existing Grand Ridge Environmental Impact Statement shall be utilized and no further State Environmental Policy Act (SEPA) checklist or threshold determination is required when an application for an Implementing Approval is within the Project Envelope.

FINDING: The proposed preliminary plat meets the Project Envelope as defined in this appendix and is, therefore, consistent with the Development Agreement.

APPENDIX J: MASTER TRANSPORTATION FINANCING

The MTFA includes obligations for improvements to Black Nugget Road, the North and South SPAR, the Sunset Interchange, and Transit Center. All roadways (identified above) and the Park and Ride have been improved/built and are open to traffic

FINDING: The MTFA obligations have been satisfied.

APPENDIX K: CAPITAL FACILITIES

This appendix is included to provide for police, public works, fire and medical, general governmental, parks and recreation, and capital facilities and services for the urban portion of Issaquah Highlands.

FINDING: The proposed plat is consistent with applicable capital facilities requirements and the DA.

APPENDIX L: PROCESSING

Appendix L establishes the permit procedures for Issaquah Highlands. In addition, it establishes procedures for appeals and public notice and empowers the MDRT and UVDC.

FINDING: The processing of this proposed plat is consistent with this appendix and the Development Agreement.

APPENDIX M: ELECTIONS AND MODIFICATIONS

This Appendix identifies the method and procedures for Elections as well as Modifications to the standards and guidelines. The applicant has not applied for any modifications, though the applicant may choose to apply for Modifications in the future.

FINDING: The proposed plat is consistent with applicable elections and modification provisions and the Development Agreement.

APPENDIX N: DIMENSIONS

This appendix provides lot size, setbacks, and building height provisions for Issaquah Highlands. Based on the density ranges for Development Area 1, the following dimensional standards would apply:

Minimum lot size: none

Setbacks: (these are zoning setbacks; other City departments and the ARC may have other required setbacks.)

Street: 10 ft

Interior setback: 4ft, however, it is required only for, or adjacent to, single family detached houses

Setbacks will be reviewed with future building or land use permits.

Minimum lot width: none

Maximum height: 40 feet. Height will be reviewed during future building permit.

FINDING: The proposed plat is consistent with applicable dimensional requirements and the Development Agreement, as verified through future building permit review.

APPENDIX O: PARKING STANDARDS

Appendix O provides the parking requirements for Issaquah Highlands. While no parking information is provided with the plat, the application shows more detail than is necessary for a plat, thus some assumptions can be made with regards to parking:

- Each lot appears to have at least two car parking spaces, either in a side by side garage or tandem parking (1-2 cars in the garage and another on the garage apron). Tandem parking is limited to 50% of the required parking. It appears that more than 50% of the required parking is tandem; however, this can be addressed by other on-site parking, which is available. It is also assumed that required bike parking will occur within the garages. This will be reviewed with the Building Permit.
- Additional on-site parking is provided along the woonerf and south of Lot 23. Approximately 17 additional parking spaces are provided in these locations. Though two stalls per unit meets the required parking, including guest parking, it is useful to have additional, unassigned guest parking rather than relying on all guest parking within garages or on garage aprons.
- No marked loading spaces are required as there are individual driveways that will allow this to function as a single family development.

FINDING: The proposed plat is consistent with applicable parking requirements and the Development Agreement, as verified through land use and Building Permit review.

APPENDIX P: LANDSCAPING STANDARDS

The purpose and intent of this appendix is to encourage healthy, attractive landscapes and to provide for buffers between less compatible land uses. No landscape information has been submitted with this application. A landscape plan must be reviewed and approved by the Responsible Official for landscaping with future development permits. All disturbed areas will be either planted or stabilized and designed to promote growth of landscaping while minimizing invasive plants, in a timely manner.

FINDING: The proposed plat is consistent with the Appendix P requirements.

APPENDIX Q: SIGN STANDARDS

No signs are proposed with this application.

FINDING: The proposed plat is consistent with applicable signing requirements and the DA.

APPENDIX R: AFFORDABLE HOUSING STANDARDS

The affordable housing appendix of the Development Agreement provides for 10 % of the total housing in Issaquah Highlands to be provided at or below 80% of median income; 10 % to be provided between 80 and 100 % of median income; and 10 % between 100 and 120 % of median income. The current Affordable Housing Location Guide shows no units located in this Parcel; however, the Master Developer may relocate units as long as they are able to fulfill the Development Agreement obligations.

FINDING: The proposed plat is consistent with applicable affordable housing requirements and the DA.

APPENDIX S: URBAN DESIGN GUIDELINES

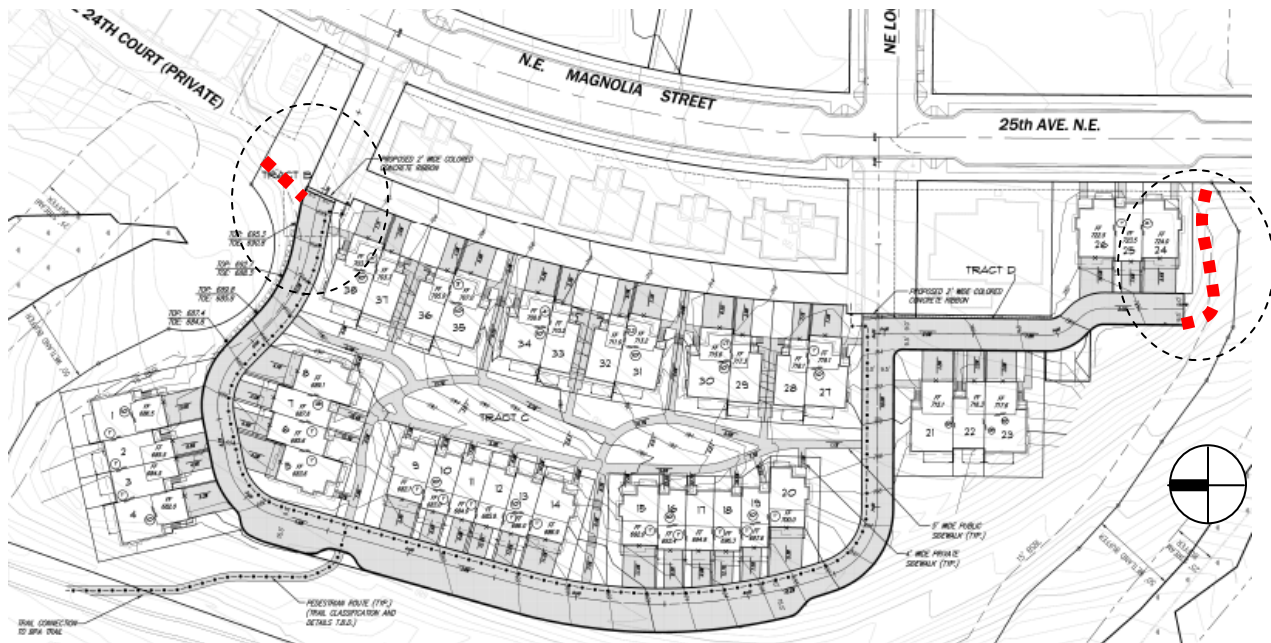
The design guidelines comprise a key part of defining the vision for Issaquah Highlands. The design guidelines serve the overall purpose of creating a framework by ensuring the buildings, the landscape, the circulation system, the social gathering places and the limited use open spaces and private parks relate to one another in a way that achieves the Issaquah Highlands vision as described both in this Appendix and Appendix A: Goals and Objectives. The applicant has specified that they are developing these properties using the House and Garden Neighborhood Type. However, since this is a plat, it is the circulation network, open space, and building that must achieve the Neighborhood Type's guidelines in review of this plat. Subsequent permits, e.g. ASDP for the open spaces, will also use the Neighborhood Type for review. See **Attachment C** for a summary of the general guidelines related to this project as well as features which are encouraged in the Neighborhood Types as well as Overlays.

Circulation

In general the layout, and connectivity are consistent with the House and Garden street and vehicular circulation expectations, by being comprehensible, pedestrian oriented, and discouraging high speeds. Internally, the plat has a central block that is about 360 ft long. This block is broken by two east/west walkways. These walkways create a pedestrian friendly environment with only 80-150 ft between each trail. With the review of other plats, the Commission has focused on providing a fine-grained pedestrian system, and this plat is consistent with the parameters the Commission has previously used.



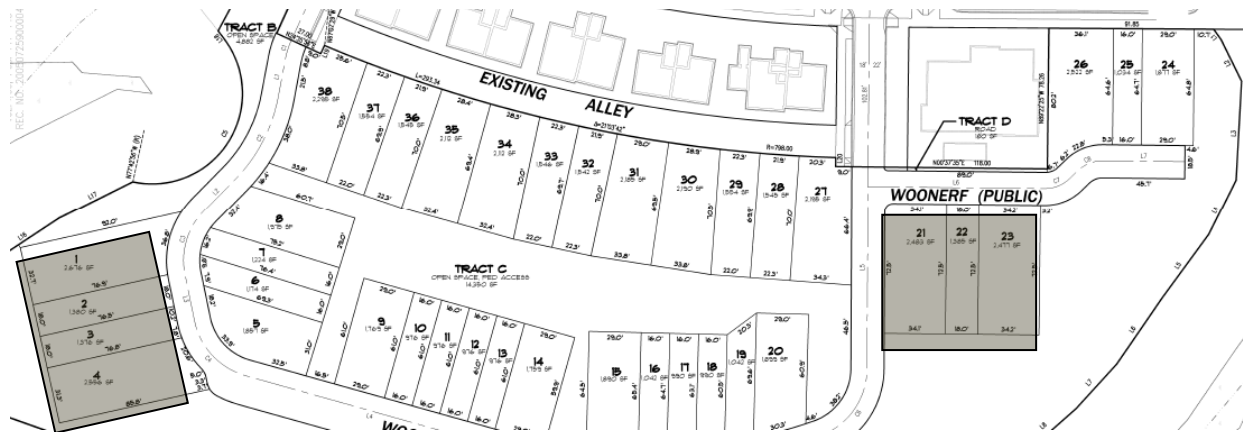
With regard to external connections: the plat does not have vehicular connectivity with adjacent properties, but the applicant has proposed an external pedestrian connection to the BPA, which is discussed under the Section on Trails in Appendix T below. Furthermore, the sidewalks associated with the streets leading to this plat, directly connect it to important external pedestrian routes. There are two locations in which deadend pedestrian routes at each end of the plat should be addressed.



On the southern edge, by Lot 24, the woonerf ends. There is property available to provide a connection to 25th Ave, such as a Neighborhood Walk, adding to the pedestrian connectivity especially for Lots 21-23. Likewise, the internal circulation of Division 96 to the north, ends at Tract B. Another Neighborhood Walk could be provided here to also improve pedestrian connectivity. Without this connection, a pedestrian would have to walk to Natalie Way to connect between Divisions 96 and 95; however, the improvements in Division 96 do not meet Tract B so this connection is just strongly encouraged. See Appendix T, Trails, below for additional information regarding Neighborhood Walks. These additional connections are consistent with the following guideline: “The use of cul-de-sacs and similar ‘dead-end’ neighborhood streets should be reserved for special situations such as topographical considerations, open space access points, and development adjacent to limited access roadways. When used, they should provide pedestrian connections to other parts of the Grand Ridge community or into nearby natural areas.” [Condition 29]

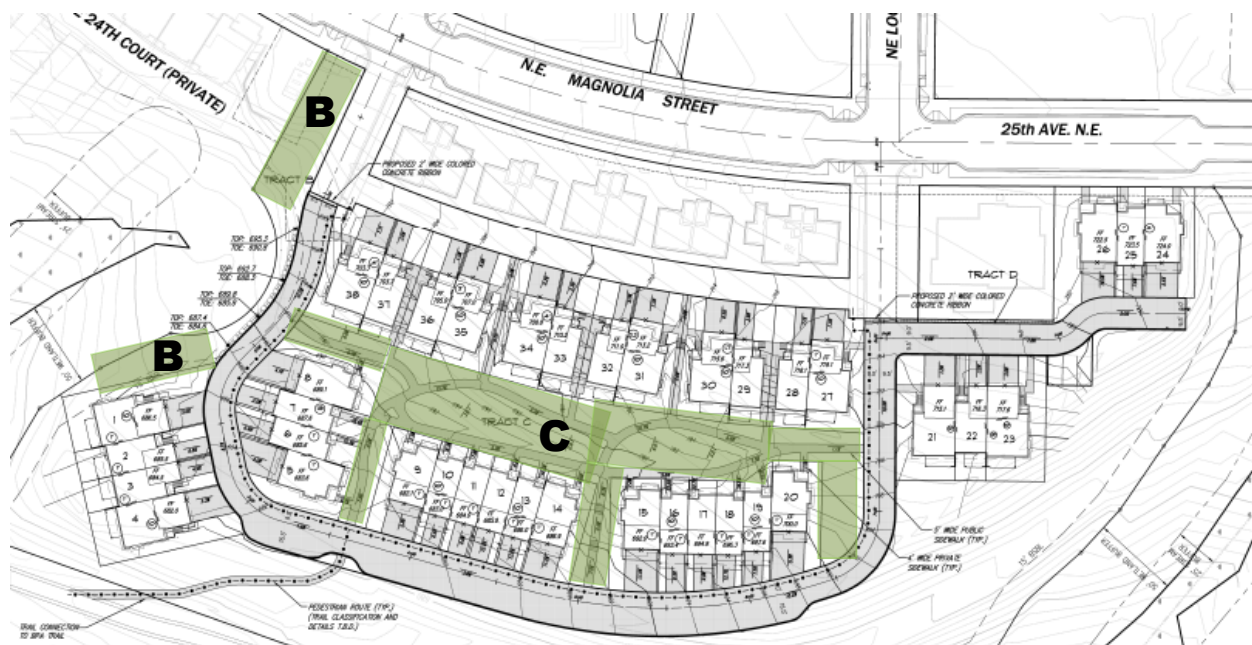
Lot Design

The Development Agreement places importance on creating a pedestrian friendly and socially gregarious public realm in which houses address the street and auto dominance is reduced. The design of narrow, front loaded lots (Lots 1-4 and 21-23 – see plan below for location) increases the frequency of vehicular/pedestrian conflicts and potentially diminishes the relationship between the house and the street as well as diminishing the pedestrian dominance expected of a woonerf. It is necessary to limit the width of the on-site driveways to ensure the residences have a strong relationship with the street, “...where the whole composition of streets, trees, parkways, walks, front yards and front porches define and contain a common space for residents to stroll, meet, play, and socialize.” [Condition 30]



Open Space Design

The primary shared open space is Tracts C, and possibly B. Tract C in particular is geared to provide gathering and recreation space, and become a focal point for activity since individual lots are small and proposed house layouts leave little room for private recreation space. Though the plat is designed for fee simple lots, as townhomes, the proposal will function like a multi-family project. Specific review of the proposals will occur with the ASDPs for these tracts; however, based on the following excerpts from the Development Agreement, the tracts should be modified to incorporate children's play and community gathering/facilities.



Appendix A states: Principle 4: ... create a very sociable public realm that enhances the community life of children, adults and seniors and promotes common values and shared responsibilities; integrate a variety of safe places for children's play and exploration, including parks, community gardens, natural play spaces, and safe streets. "Goal: Provide both natural open space and active park areas within close proximity to all residents. With clustering and increased density, we can provide a much greater proportion of nearby open space for residents. This open space must not only be near, but accessible. We also create a greater need for common play areas and gardens as we reduce the individual family's private yard areas. Parks should be within walking distance of residents."

Appendix S states: “Multi-family districts should provide residents with both private and common outdoor space. When private outdoor space is minimal, common outdoor facilities should include elements such as a barbecue and common outdoor patio area; a tot lot; sitting gardens; or a recreation or exercise area. These common spaces can also foster social interaction among residents and between residents of the multifamily complex and neighbors. Common outdoor spaces such as barbeque and picnic areas, conversation areas, and mailbox seating when private outdoor space is limited. If private park space is provided, it should be located so it is visible to residents and accommodate a variety of activities for differing age groups.” “If private vest pocket park areas are provided, they should reflect the character of the neighborhood and contain elements such as lawn, children’s play areas, and water features.”

It appears that there will be little to no private open space on the individual lots. Thus the common open space must meet the needs of residents including children. Even if the target buyers don’t have children, they may have guests or extended family (e.g. grandchildren) who would use these spaces. A child-sensitive approach, consistent with the House and Garden Neighborhood Type character would be to incorporate opportunities for play into this area without making it exclusively for small children’s play through the use of big toys. This could include boulders, paths, stepping stones, secret places, berms and hills, dry or wet stream, earth slides, edible plants. This allows more diverse and adventurous play, consistent with the neighborhood type’s character while not precluding other residents from visually and physically enjoying the area. **[Condition 31]**

As Tract C is the only open space for recreation, it should provide at least one relatively flat area of reasonable size to accommodate play as well as adult activities than need flat areas, and none are shown. This an excellent opportunity to provide the diversity of spaces discussed in the Development Agreement. Somewhere on site, preferably in Tract C, there should be a minimum of 1000 sq.ft. of generally flat area, i.e. 2-3% max slope; this is about 10% of the Tract C’s central space, leaving room for landscape and grade change. **[Condition 32]**

No mail kiosk is shown. The applicant should look for opportunities to use required features, such as mail kiosks, to create community gathering spots. To foster social interaction and activate the common area, the mail kiosk should be centrally located. The USPS will want the kiosk near the road. This was addressed by Condition #43 in the North Park Plat; see **Attachment B**.

Tract C, as the central focus and entry, must create both a successful open space and built edge. The homes along Tract C, their yards, and the park’s edge must have a welcoming, interactive design. As Appendix A states: “Create a pedestrian friendly and socially gregarious public realm in balance with individuality and privacy.” And: “To maintain a sense of privacy yet allow for interaction between neighbors, yards and entry courtyards when abutting a street, trail or common space should be separated through physical elements such as open style or low fencing, screens, and low hedges or walls.” This indicates the need to have yards with at most low elements along the park, if anything. Specifically, Lots 5-20 and 27-38 face Tract C and must have their front entrances from the park. The location of the front entrance, the design of the façade, and the type of fencing or landscape must all strengthen the homes relationship to the park. This was also discussed above under Appendix A with regards to the homes on Lots 27-38 being designed to create the perception that the entries are at the west end of the lots rather than close to the alleys. **[Condition 33]** For purposes of this condition, a front door is defined as a single or double swinging door, doorbell, and front door trim.

Garages

Another aspect in creating a pedestrian oriented environment is for garages' presence to be minimized, as indicated by Appendix A when it says "...single family neighborhoods at Issaquah Highlands should reflect ... inconspicuous garages." Currently almost all garages face either woonerfs, or when the garage is on the front of homes, the front door doesn't have garages facing them. The one exception is garages facing Lots 1-4. The garages for Lots 5-8 should be designed consistent with Appendix S: "Building profiles ... with the predominant feature for buildings being elements such as a balcony, verandah, porch, or arcade. Individual buildings, and their garages when they face the street, should exhibit architectural features such as cantilevered building stories, trellises or porch roof extensions." It appears the back side of the homes on Lots 5-8 do have decks or building extensions that will minimize the presence of the garage, but this will be confirmed with building permit. **[Condition 34]**

Hillside Overlay

Because of the unique situation that hillside locations present, special attention should be paid to the siting of building on slopes. In particular, consideration should be given to community views of hillside buildings as well as to the opportunity for views from such buildings. A variety of techniques can be used to achieve both goals, such as articulating downhill elevations and aligning significant roof ridges perpendicular to contours. Low terraced retaining walls with landscape elements can provide visual interest while serving a functional purpose. **[Condition 35]**

Landscaping on hillside areas should be designed to screen buildings from community views while preserving views from the buildings through techniques such as concentrating evergreen tree clusters at the base of slopes and/or on axis with property lines, providing transitional plantings at the base of buildings, and using trees which are tolerant of appropriate pruning, but do not require topping to preserve views. For color as well as view preservation, landscaping elements such as flowering ground cover and columnar deciduous trees can be planted between hillside buildings. Small landscaped seating areas or vest pocket parks can be located along hillside streets to provide view outlooks and resting areas.

Service and Mechanical Area Screening

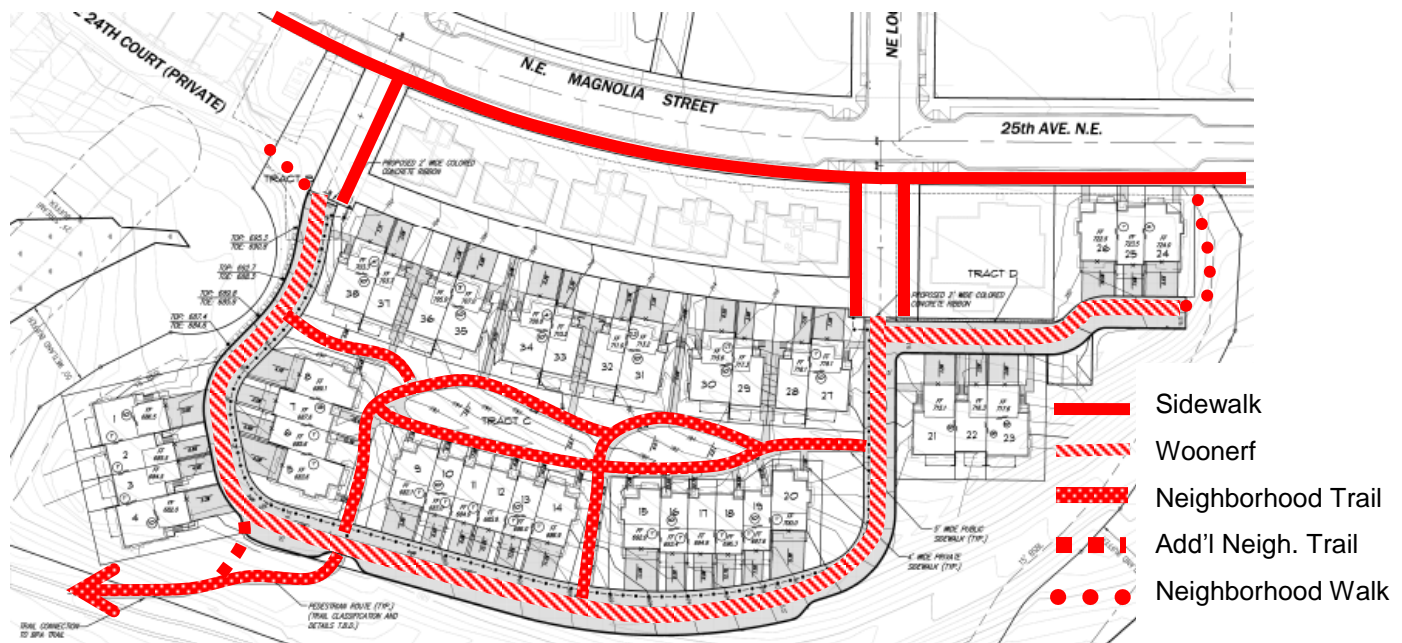
Access and equipment associated with wet and dry utilities are a necessary part of a functioning community. However, their presence does not enhance the overall residential character and objectives. Screening and location can reduce the impact of these necessary elements. **[Condition 36]**

FINDING: With the proposed conditions, the proposed plat is consistent the vision established in Appendix S and the DA.

APPENDIX T: URBAN TRAIL STANDARDS

The purpose and intent of this appendix is to encourage a variety of experiences for pedestrians, bicycles, and other non-motorized modes of transportation within Issaquah Highlands through trails. In this plat, there are three types of pedestrian routes: woonerfs, shared surfaces for pedestrians and vehicles (discussed in Appendix H); trails, which are regulated pedestrian routes governed by this Appendix; paths, which are pedestrian paths that don't have specific regulations,

only best practices. There are not any sidewalks within the plat but there are many which lead to it.



Trails in this plat serve an important role by providing the pedestrian connection to about 75% of the units. Their design must be pedestrian friendly and provide direct, convenient, easy to use access between units, site amenities, and pedestrian facilities near the site. As the connection to the BPA will serve not only this plat but also other nearby residents, a direct connection from the northern woonerf section to the trail should also be provided to ensure users have easy access.

Most of the trails shown will be Neighborhood Trails, which are 6 ft wide with 4 ft planted borders on each side. Neighborhood Trails interconnect the sidewalk/woonerf system and stand in for sidewalks/pedestrianways where streets/woonerfs are not provided, such as throughout Tract C. Neighborhood Trail's surface materials shall be concrete or pavers (not asphalt or gravel) consistent with the Neighborhood Type. Paths are generally optional but should be a minimum of 5 ft wide where they serve the site or a minimum of 4 ft wide if they serve individual or two residences. [Condition 37]

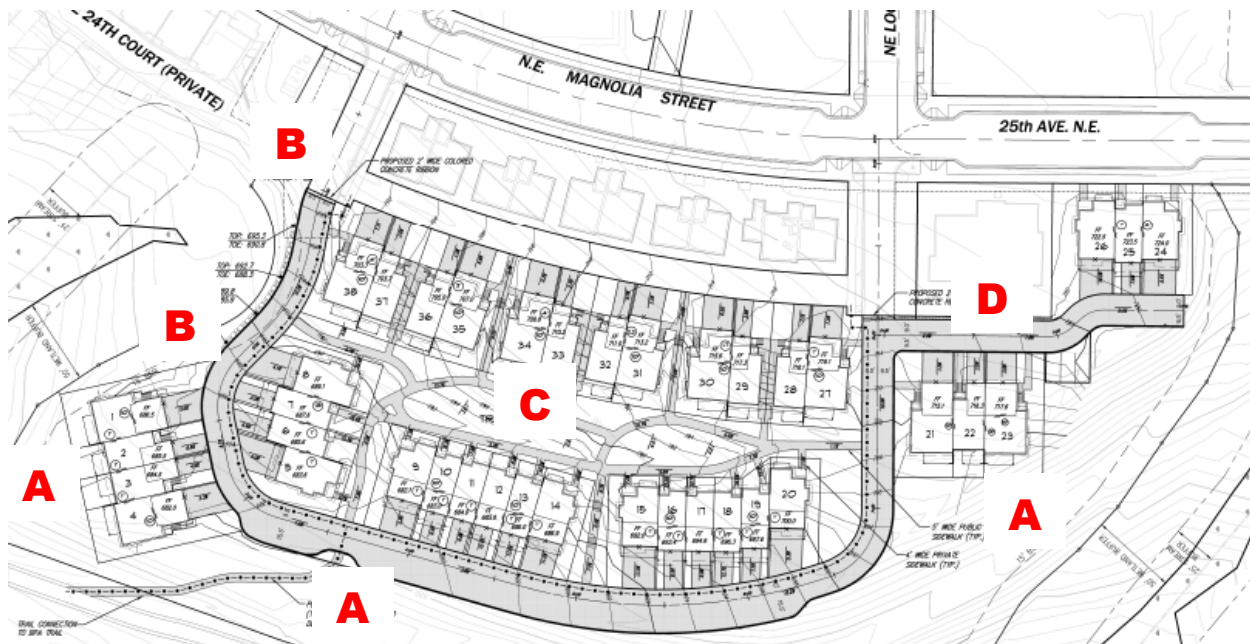
Neighborhood Walks are short, small-scale walkways designed to provide recreational opportunities, alternative routes, or shortcuts. They are appropriate to provide pedestrian connectivity from deadend vehicular facilities. The walk is a 4 ft wide trail with 3 ft landscape borders which should fit in these locations.

At the time of Final Plat, tracts that contain trails or sidewalks shall allow public access in perpetuity if the tracts containing the trails or sidewalks are privately owned. [Condition 38] Finally, to ensure that the completion of the trail improvements are timed appropriately, trails must be complete prior to the Certificate of Occupancy of the first dwelling unit served by the trail. [Condition 39]

FINDING: As conditioned, the proposed plat is consistent the Appendix T requirements and the DA.

APPENDIX U: PARKS, PLAZAS, WOONERFS

The purpose of this appendix is to encourage a variety of gathering and recreational opportunities through establishing minimum standards to encourage the development of such spaces. The plat contains four tracts: Tract A which contains a slope and is discussed under Appendix E; Tract B which will be open space; Tract C which is the central open space, recreation, and pedestrian access; and Tract D which is a sliver next Leo House. No concept was submitted with the plat; however, Appendix S above discusses the expectations for open space in projects like this.



To ensure that the completion of the park and open space tracts are timed appropriately, open space tracts in either property must be complete (landscape, recreational facilities, and elements whose timing is not specified in other conditions) prior to the Certificate of Occupancy of 50% of the dwelling unit adjacent to the park or open space. **[Condition 40]** In addition, these tracts or other land impacted by the construction of this plat, shall be landscaped to enhance the visual appearance in the community and as consistent with the Hillside Overlay discussed under Appendix S. **[Condition 41]**.

FINDING: The proposed plat is consistent with the provisions of Appendix U.

COMPREHENSIVE PLAN COMPLIANCE

Applications submitted for the Urban Villages need to not only be consistent with the applicable DA and Issaquah Municipal Code, but must also demonstrate consistency with the Issaquah Comprehensive Plan. See **Attachment D** for excerpts from the Comprehensive Plan that illustrates consistency with the submitted application.

CITY DEPARTMENT REVIEW COMMENTS

A. Fire

No comments.

B. Planning

No comments.

C. Public Works Operations

Operations comments have been incorporated into plat conditions.

D. Police

No comments.

E. Building

No comments.

F. Cleanscapes (waste purveyor)

Cleanscapes reviewed this permit and did not have comments.

RECOMMENDATION:

Based on the submitted plans, staff recommends approval of the preliminary plat application for Issaquah Highlands Division 95, File No. PP12-00001, as presented in this Staff Report dated February 28, 2012, together with Attachments A through F, subject to the following conditions:

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- 1 With the submittal of the Final Plat, provide confirmation that the IHCA will accept the dedication of the tracts identified in the preliminary plat. If the IHCA will not accept the dedication the applicant must either have the property owners retain responsibility or determine if the City will accept dedication.
 - 2 In the event the project is phased, the Responsible Official has the right to apply additional conditions with Building or Utility Permits to ensure each phase complies with the Development Agreement and City Code, such as but not limited to access, fire circulation, parking, and landscaping requirements of the site. Interim landscape shall discourage invasive plants from sprouting and establishing. Routine maintenance by the applicant of these areas will look for and remove invasive plants and debris.
 - 3 The preliminary plat for the North Park Area, PP02-003IH, contains Approval Conditions that apply to this plat and shall be implemented as appropriate through this and subsequent permits. These conditions include: Conditions #10, 11, 18, 19, 33, 43, 54. See **Attachment A**.
 - 4 Unless expressly identified, approval of this preliminary plat application does not modify any City or Issaquah Highlands Development Agreement standards which are in conflict with elements of the plat or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Modification as allowed under Appendix M of the Development Agreement.

Appendix A: Goals and Objectives

- 5 The Master Developer (Port Blakely Communities) shall require builders to build to Built Green 4 Star/Energy Star standard in place at the time. This will be reviewed with Building Permits.

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- 6 Site lighting shall reinforce Issaquah Highlands' urban design goals and provide for the needs of the public to have safe, attractive, and functional spaces. Through engineering plan review, a lighting plan shall be proposed for new streets, woonerfs, alleys, or on-site exterior lighting which maintains lighting at the minimum necessary for safety, and balances the goal of minimizing night glow and off-site lamp visibility with pedestrian scale lighting. The lighting plan shall comprehensively address building, street, alley, woonerf, plaza, parking lot, and landscape lighting so that lighting impacts are not compounded in portions of the site by overlapping illumination patterns. This will be reviewed with Utility and/or Building Permits.
 - 7 Homes shall have direct pedestrian connections to the sidewalk (or woonerf) system without using the driveway, giving priority to pedestrians over vehicles. The front door and the route to it shall be evident from the woonerf or trail. The MDRT will review this with the Building Permit.
 - 8 Appropriate signage and way finding will be included with all trails provided through this property. Signage installation will be timed with Trail timing specified below. This will be reviewed with Utility and/or Building Permits.
 - 9 With Utility and/or Building Permit(s), the applicant shall establish, consistent with Appendix A and S, a gateway that defines the boundaries between the BPA and Tract A slope and on-site facilities especially trails and pedestrian walkways that connect between the two.

Appendix D: Stormwater and Groundwater

- 10 Clean stormwater (roofs, foundation drains and sidewalks) from lots 1 through 8 and lots 37 and 38 must be discharged to the adjacent wetland.
- 11 The off-site stormwater connection shown on the plans must be extended to the publicly-owned and previously approved stormwater pipeline adjacent to Division 96. This condition will be enforced during Utility Permit Review.
- 12 This stormwater pipe in the public Woonerf must be designed so that catch basin overflows do not present an erosion hazard to the adjacent slope.
- 13 Stormwater improvements within the Bonneville Power Administration (BPA) power line easement shall be approved in writing by the BPA, prior to the City issuing permits.

Appendix E: Critical Areas

- 14 Improvements adjacent to the 2:1 slope (generally located within Tract A) shall comply with the Geotechnical Report Division 95 (PUB04-050IH) setbacks or further geotechnical analysis approved by the Responsible Official. Prior to any further action to implement this plat, the Applicant must provide the Responsible Official with information confirming that necessary setbacks for buildings and the woonerf have been provided. If sufficient setbacks are not provided with the current configuration the applicant must either adjust the plat to conform with the geotechnical conditions or provide additional geotechnical studies, acceptable to the Responsible Official, that the setbacks can be modified consistent with this plat. This condition will be enforced during Utility Permit Review.

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- 15 The use of hazardous or toxic substances and pesticides or certain fertilizers is prohibited in the 15' BSBL from stream and wetland buffers; organic, slow-release fertilizers are permitted. This will be included on the Final Plat as well as landscape maintenance plans if a landscape contractor is used.

Appendix F: Water

- 16 The looped water main must be 12" minimum diameter to meet fire flows. This condition will be enforced during Utility Permit Review.
- 17 The looped water main shall be relocated from Tract C to the public Woonerf to the west in order to meet City standards.
- 18 This main serving Lots 21-24 either needs to be extended to NE Magnolia Street to complete the loop, be eliminated, or designed to not create a deadend line. This condition will be enforced during Utility Permit Review.

Appendix G: Sewer

- 19 Sewer improvements within the BPA power line easement shall be approved in writing by the BPA.
- 20 The off-site sewer connection shown on the plans must be extended to the publically-owned and previously approved sewer pipeline adjacent to Division 96. The improvements shall be approved by the BPA. This condition will be enforced during Utility Permit Review.

Appendix H: Urban Roads

- 21 Any woonerf that provides a through route must accommodate through traffic with 18 ft wide travel area and an additional 7 ft of width, if parallel parking is desired. Street trees shall also be placed along the looped woonerf to frame it. This will be reviewed with the Utility Permit.
- 22 Where parking is prohibited, the woonerfs shall be signed "No Parking - Fire Lane" prior to issuing a Certificate of Occupancy for any unit along them. This will be reviewed with the Utility Permit.
- 23 Curbs are not allowed on woonerfs except adjacent to parking, where surrounding grades cannot accommodate inverted crown drainage, or as approved by the Responsible Official. Sheetflow from the woonerf to surrounding landscape is not allowed. All curbs shall be vertical; no extruded curbs are allowed. If curbs are necessary for both parking and stormwater, the placement of the curb should be consolidated. This will be reviewed with the Utility Permit.
- 24 Prior to issuance of Building Permits, site design of the houses fronting on any woonerf, shall limit height or presence of elements (e.g. walls, landscaping) directly abutting the woonerf that would inhibit drivers and pedestrians (especially small children) exiting lots from seeing each other.
- 25 The retaining wall in Tract B must be: 1) set off 2 ft from the woonerf's edge, 2) provide fall protection and vehicular guardrail, 3) reduced in height to 4 ft unless a Critical Area Study is performed and approved, and 4) designed in such a way to be visually interesting and a positive contribution to pedestrians, such as the appropriate articulation and design of the wall

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- surfaces, plant material climbing and trailing, and appropriate hand rails/fall protection. This will be reviewed with Utility Permit.
- 26 Eliminate the wall in Tract D, if possible. If the wall cannot be eliminated, it must be designed in such a way to minimize its impact on woonerf functionality and be visually interesting and a positive contribution to adjacent pedestrians. This would require careful selection of wall material, articulation, and design of the wall surfaces, plant material, and fall protection, if necessary. The City will determine the appropriateness of public ownership when more is known about the wall. This will be reviewed with Utility Permit.
- 27 Driveways from vehicular routes such as woonerfs and alleys which provide primary emergency service access routes shall provide at least 18 feet of length on the lot if the driveway will be used for parking. Driveways from alleys which do not provide emergency access shall provide at least 16 feet of length on the lot if they will be used for parking. Driveways which are not intended for parking must be less than 8 feet in length to clearly indicate they do not accommodate parking. This will be reviewed with Building Permits.
- 28 On the Final Plat, vehicular routes providing fire and emergency service access must have approved names. Address kiosks, in locations approved by the Responsible Official, must be provided to assist emergency personnel in locating homes, or other techniques approved by Eastside Fire & Rescue and the Responsible Official. The kiosks shall be lit and have numbers/letters approximately 6 inches in height. The final location and design shall be approved by the Responsible Official, and shown in the Utility Permit. The applicant will work with the Responsible Official to determine if address kiosks can be co-located with mail kiosks to create public gathering spots and amenities. All portions of the townhouses within this plat must be within 150 ft (as the hose lays) of a road or alley designed for fire service. In some cases walkways will be approved as substitutes. This will be reviewed with Utility and/or Building Permits.
- 29 The Applicant shall provide a Neighborhood Walk trail to connect from the end of the woonerf by Lot 24 to 25th Avenue NE. The applicant is strongly encouraged to provide a Neighborhood Walk Trail between Division 95 and Division 96. These will be reviewed with the Utility Permit.
- 30 Front loaded lots (Lots 1-4 and 21-23) have the following driveway width limitations:
- Lots 35 feet in width or narrower, driveways shall be limited to 18 feet in width on-site.
 - Lots 20 feet in width or narrower, driveways shall be limited to 10 feet in width on-site.
- In addition to the driveway widths specified above, there may also be 2-foot wings on either side of the driveway. This will be reviewed with the Building Permit.

Appendix S: Urban Design Guidelines

- 31 Incorporate children as an integral user of the open space, including varied opportunities for children's play. This will be reviewed with Utility Permits as well as the Administrative Site Development Permit for the open space Tracts.
- 32 Somewhere on site, preferably within Tract C, the plat will provide a relatively flat area of a minimum 1000 sq.ft. Flat is defined as 2-3% maximum slope. This will be reviewed with the ASDPs for these tracts as well as Utility Permits.

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- 33 Lots 5-20 must have their “fronts” to Tracts E, by providing: a) a front door facing the park, b) a front walkway to and from the trail in the open space, c) a façade which through design and detailing conveys it is the front of the house. Lots 27-38 will be designed to create the perception that the east side is the front of the unit and sense of entry at the eastern end of the lot, providing a strong relationship to the trail in Tract C, from which they have their pedestrian access. If a builder or homeowner desires low fencing or landscape along the park property line or adjacent to the main park walkway, it must be less than 42 inches in height. This will be reviewed and/or conditioned with the Building Permit.
- 34 Homes across the woonerf from Lots 1-4 shall have architectural treatment to minimize their presence, such as a combination of trellises, elements overhanging garages, and recessed garages. In addition the rear of the homes shall have architectural detailing and materials consistent with the street face of homes elsewhere in the plat. This shall be reviewed with Building Permits for Lots 5-8.
- 35 All building facades shall be designed with detail and interest. Blank walls shall be avoided, especially where visible from off-site; if necessary, articulation or other features will be provided. Appropriate articulation and features could include doors, windows, building articulation, and/or other architectural features to create a visually interesting environment. This will be reviewed with Building Permits.
- 36 Design and placement of the above ground facilities, such as buildings, walkways, significant plant materials, etc... shall take priority over the convenient location of utilities, unless this would significantly compromise the function of the utilities. On construction permits, utilities and their necessary easements shall be shown. This will be reviewed with Utility Permits.

Appendix T: Trails

- 37 All pedestrian routes, except for those providing access to 1 or 2 residences, shall be constructed in a hard surface such as concrete or pavers (not asphalt or gravel). (Those serving 1-2 residences may be hard surface but the material choice is up to the builder and ARC.) Trails in Tract A and C shall be designed as Neighborhood Trails, except the trail by Lot 24. The trail by Lot 24 and in Tract B, if provided, shall be Neighborhood Walks. All exterior staircases and paths shall be at least 6 feet wide, clear of intruding handrails, mature landscape, car overhangs, light poles, tables and chairs, etc...except paths may be 4 ft wide when they serve individual front doors or to no more than two entries. There shall be at least two steps in each stair and they shall be generally level. Planter beds adjacent to walkways, shall select plants whose mature size will not impact the walkway width. Sidewalks, trails, and paths 15% and over shall use stairs to negotiate the grade. This will be reviewed with Utility and/or Building Permits.
- 38 At the time of Final Plat, private tracts that contain trails or sidewalks shall provide access easements in perpetuity to the City, if the tracts containing the trails or sidewalks are privately owned.
- 39 Trails must be complete prior to the first Certificate of Occupancy for dwelling units served by the trail. This will be reviewed with the Building Permit. A phasing diagram will be submitted, reviewed, and approved with Utility or Building Permit.

Appendix U: Parks, Plazas, Woonerfs

- 40 Open space tracts A, B, and C must be complete (landscape, recreational facilities, and elements whose timing is not specified in other conditions) prior to the Certificate of Occupancy of 50% of the dwelling units adjacent to the park or open space. This will be reviewed with the Building Permit. A phasing diagram will be submitted, reviewed, and approved with Utility or Building Permit.
- 41 Any area in this plat whose primary purpose is open space, whether cleared or not, or any other area impacted by the work necessary to construct this plat, shall be landscaped to prevent erosion and to enhance the overall appearance of the community. Landscaping shall include groundcovers, shrubs, and possibly trees (based on the size of the area to be restored). This will be reviewed with Utility Building Permits.

ATTACHMENTS:

- A. Action Memo 03-16-09 (MJM) Division 95 development standards
- B. North Park Preliminary Plat Approval Condition Status (PP02-003IH)
- C. Appendices A & S excerpts
- D. City of Issaquah Comprehensive Plan excerpts
- E. Public Comments
- F. Preliminary Plat Package:
 - Narrative
 - Plat Drawings, Shts 1- 5, dated January 23, 2012

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